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**2**002/007

SEP 1 5 2006

Serial No. 10/621,627, filed 7/17/2003 60,130-1790; 03MRA0203

## IN THE CLAIMS

Please amend the claims as follows. This listing of claims will replace all prior listings.

- 1. (Canceled)
- 2. (Previously Presented) The method according to claim 11, wherein the predetermined value triggers an anti lock brake system (ABS) fault code.
- 3. (Previously Presented) The method according to claim 11, wherein a wheel end condition warning device is activated in response to the lateral movement reaching the predetermined value.
- 4. (Previously Presented) The method according to claim 11, wherein the vehicle speed is approximately five miles per hour or less.
- 5.-6. (Canceled)
- 7. (Currently Amended) A wheel end condition detection system comprising: a wheel end assembly;
- a controller detecting lateral movement of said wheel end assembly and generating a fault code in response to said lateral movement reaching a predetermined value;
- an anti lock brake system (ABS) sensor connected to said controller for sensing said lateral movement;
- a warning device activated in response to said fault code, wherein said warning device includes an ABS warning light; and

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a vehicle component other than said warning device in electrical communication with said controller that is controlled in response to said fault code for maintaining safe operation of <u>a the</u> vehicle.

- 8. (Currently Amended) A wheel end condition detection system comprising:
  - a wheel end assembly;
- a controller detecting lateral movement of said wheel end assembly and generating a fault code in response to said lateral movement reaching a predetermined value;

an anti lock brake system (ABS) sensor connected to said controller for sensing said lateral movement;

- a warning device that includes an ABS warning light that is activated in response to said fault code; and
- a wheel end condition warning device that is controlled in response to said fault code for maintaining safe operation of <u>a the-vehicle</u>.
- 9. (Currently Amended) A wheel end condition detection system comprising:
  - a wheel end assembly;
- a controller detecting lateral movement of said wheel end assembly and generating a fault code in response to said lateral movement reaching a predetermined value;
  - a warning device activated in response to said fault code; and
- an engine that is controlled in response to said fault code for maintaining safe operation of  $\underline{a}$  the vehicle.
- 10. (Previously Presented) The system according to claim 7, wherein said wheel end assembly includes a unitized bearing.

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- 11. (Previously Presented) A method of detecting a wheel end condition comprising the steps of:
  - (a) providing a wheel end;
  - (b) detecting lateral movement of the wheel end;
- (c) limiting vehicle speed in response to the lateral movement reaching a predetermined value; and
  - (d) controlling a vehicle engine to limit the vehicle speed.
- 12. (Canceled)
- 13. (Previously Presented) A method of detecting a wheel end condition comprising the steps of:
  - (a) providing a wheel end;
  - (b) detecting lateral movement of the wheel end;
- (c) limiting vehicle speed in response to the lateral movement reaching a predetermined value; and
- (d) generating a fault code in response to the lateral movement reaching the predetermined value, including generating the fault code in response to a deteriorating electrical signal from a sensor that detects the lateral movement.
- 14. (Previously Presented) The method according to claim 13, wherein step (c) includes limiting the vehicle speed in response to the fault code.
- 15. (Previously Presented) A method of detecting a wheel end condition comprising the steps of:

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- (a) providing a wheel end;
- (b) detecting lateral movement of the wheel end between a sensor and a tone ring on the wheel end; and
- c) limiting vehicle speed in response to the lateral movement reaching a predetermined value.
- 16. (Previously Presented) The system according to claim 7, including a second warning device activated in response to said fault code.
- 17. (New) The method according to claim 15, wherein the sensor magnetically interacts with the tone ring to detect the lateral movement of the wheel end.